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NEGATIVE DECLARATION

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Date of Publication of
Preliminary Negative Declaration: February 4, 1983

Lead Agency: City and County of San Francisco, Department of City Planning, 450 McAllister St. - 5th Floor, San Francisco, CA 94102

Agency Contact Person: Ginny Puddefoot Tel: (415) 558-5261

Project Title: 82603ED:
Masonic Temple Addition

Project Sponsor: Bay West Development Co.

Project Contact Person: Trudy Drypolcher

Project Address: 25 Van Ness Avenue, between Oak and Hickory Streets

Assessor's Block(s) and Lot(s): Lot 4 of Assessor's Block 834

DOCUMENTS
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City and County: ıcisco

Description of Project: ɔsed addition of about 43,000 square feet of office space ls and a new roof penthouse to existing 95,000 square feet ut 138,000 square feet, 5-story building.

'E A SIGNIFICANT EFFECT ON THE ENVIRONMENT. This finding of the Guidelines of the State Secretary for Resources, g Significant Effect), 15082 (Mandatory Findings of ecision to Prepare an EIR), and the following reasons as Evaluation (Initial Study) for the project, which is attached:

se see attached.)

ıy, included in this project to avoid potentially

(Please see attached.)

Final Negative Declaration adopted and issued on _____

cc: Robert Passmore
Trudy Drypolcher
Michael Dyett
Jonathan Malone
Dave Lynch
Lu Blazej
Larry McDonald
Neighborhood Organizations
Abutting Property Owners
DCP Bulletin Board

D
REF
366.1
M381

Alec Bash, Environmental Review Officer

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Assessor's Block(s) and Lot(s): Lot 4 of Assessor's Block 834

City and County: San Francisco

Project Description: Proposed addition of about 43,000 square feet of office space in interior mezzanine levels and a new roof penthouse to existing 95,000 square feet building, resulting in about 138,000 square feet, 5-story building.

THIS PROJECT COULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15081 (Determining Significant Effect), 15082 (Mandatory Findings of Significance) and 15084 (Decision to Prepare an EIR), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached:

(Please see attached.)

Mitigation measures, if any, included in this project to avoid potentially significant effects:

(Please see attached.)

Final Negative Declaration adopted and issued on _____

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Trudy Drypolcher
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Masonic Temple addition
: initial study /
1983.

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MASONIC TEMPLE ADDITION
INITIAL STUDY
82.603ED
February 4, 1983

I. PROJECT DESCRIPTION

The proposed project is the addition of about 42,860 sq. ft. of office space to the Masonic Temple, located at 25 Van Ness Ave., between Oak St. on the south and Hickory St. on the north. The Temple occupies Lot 4 of Assessor's Block 834 (see Figure 1, p. 3). The site contains 18,900 sq. ft.

The existing Masonic Temple contains about 95,300 sq. ft. in four main floors and a basement. The four main floors contain seven two-story high lodge rooms and the "Commandery", a three-story high gallery with a proscenium (that part of the stage in front of the curtain) and shallow stage. The large basement contains a room formerly used as a drill hall, the boiler and elevator equipment and storage. The center of the building contains the main stairwell and elevator which services the four main floors, basement, and three intermediate mezzanine levels originally used for cloakrooms and staging areas. A kitchen is located on the fifth floor. Small vacant offices are located on the first and fifth floors. In addition to office area, the ground floor contains retail spaces. An opthamologist occupies a portion of the ground floor retail space; the rest of the building is presently vacant. No parking exists in the building; a loading platform is located on Hickory St.

Some renovation and office and retail occupancy of the existing Masonic Temple have been previously approved under an existing building permit (Application 8008029, 9/8/80). All of the work authorized by that permit involved compliance with health and safety regulations and did not add any additional area to the existing building. The project under review in this Initial Study consists only of the addition of about 42,860 sq. ft. of new area to the Temple. During construction of the project, the existing portion of the Masonic Temple would be renovated and brought into compliance with Life Safety Code provisions, and would be seismically reinforced. The 42,860 sq. ft. of new building area would be constructed by adding mezzanine levels in the existing two-story galleries and theatre on the third floor, completing two floors at existing balcony levels in the "Commandery", and adding a penthouse on the roof of the Temple. A domed skylight would be added over the Commandery (see Figures 2-9, pp. 4-11). Several windows would be added to let light into new office floors, and a loading dock would replace the existing loading platform on Hickory St. (See Figures 2-9, pp. 4-11, for comparisons of the existing building and proposed changes.) The building would include a "common area" in the Commandery and a "Preservation Gallery" in the lobby. No parking would be provided on site.

Upon completion of renovation of the Temple and addition of space by the project, the building would have 36,400 sq. ft. of retail space on the ground floor and in the basement, and 101,800 sq. ft. of office space from levels 2 to the 8,000 sq. ft. penthouse (level 8).

The Masonic Temple is highly rated for its architectural design by the Department of City Planning and the Foundation for San Francisco's Architectural Heritage. It was designed for the Masons by the firm of Bliss and Faville in 1911 and completed in 1913. To achieve the high level of privacy desired by the Masons, the building was designed with walls whose apparent floor levels from the exterior bear little or no relation to the

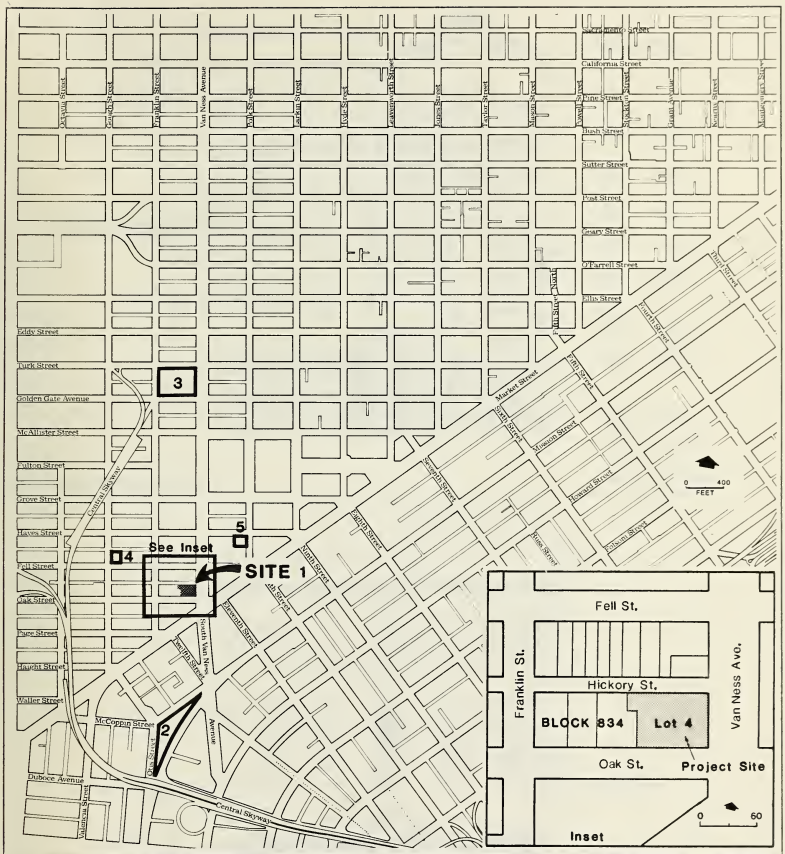
actual location of interior floors. Exterior windows are separated from rooms within the Temple by interior walls, which in some instances, have false windows.

The rehabilitation of the existing Temple and the proposed new construction is intended to conform to the Secretary of Interior's Standards for certification as an historic building for inclusion in the National Register of Historic Places; Part I of the Historic Preservation Certification Application has recently been prepared and submitted by Charles Hall Page and Associates, Inc., on behalf of the project sponsor./1/

The project sponsor is Bay West Development Co.; the project architect is Tanner and VanDine.

NOTE - Project Description

/1/ The project sponsor is filing an Historic Preservation Certification Application for the project with the State Historic Preservation Officer pursuant to the Tax Reform Act of 1976. Part One of the application calls for a determination from the Secretary of the Interior as to the eligibility of the buildings for inclusion in the National Register of Historic Places. Part Two of the application requires submission of the sponsor's plans for restoring and rehabilitating eligible buildings, thus enabling the Secretary of the Interior to determine whether the proposed work is consistent with the historic and architectural characteristics of the structures and meets the Secretary's Standards for rehabilitation. Final certification would enable the project sponsor to qualify for an Historic Preservation Investment Tax Credit. Following certification, the project sponsor will apply for actual listing in the National Register of Historic Places.



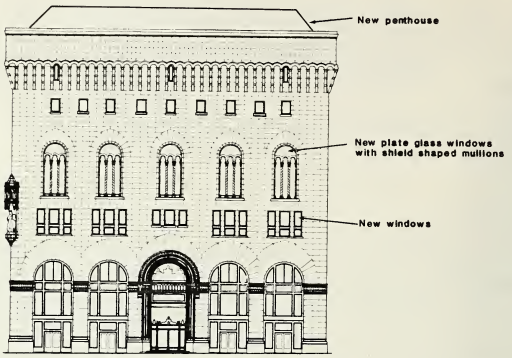
PROJECTS UNDER CONSTRUCTION, APPROVED, OR UNDER FORMAL REVIEW IN SITE VICINITY

1 25 Van Ness
2 Van Ness Plaza
3 Opera Plaza
4 300–350 Gough
5 101 Hayes

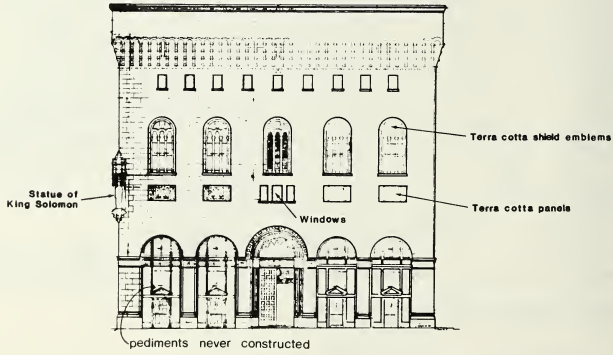
SOURCE: Environmental Science Associates, Inc.

FIGURE 1

Site Location, Lot/Block Plan



NEW VAN NESS ELEVATION



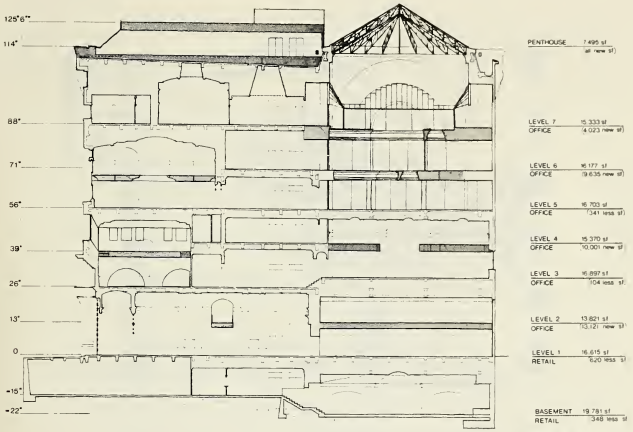
EXISTING VAN NESS ELEVATION

0 50
FEET

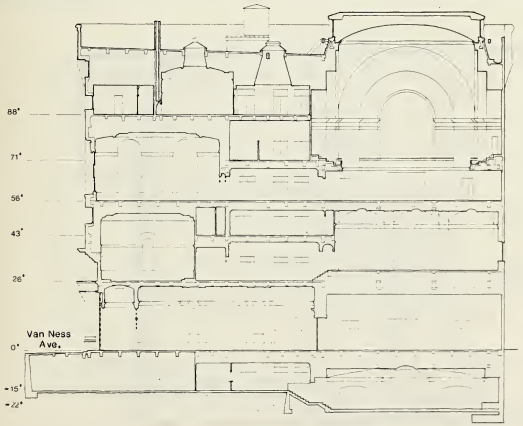
SOURCE: Tanner & VanDine

FIGURE 2

Existing/Proposed
Van Ness Elevations (East)



NEW SECTION



EXISTING SECTION

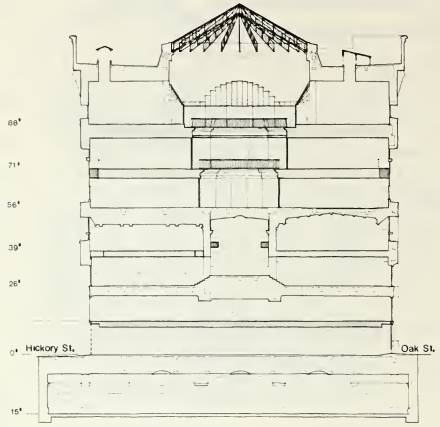
0 50
FEET

NEW LEVELS
EXISTING LEVELS

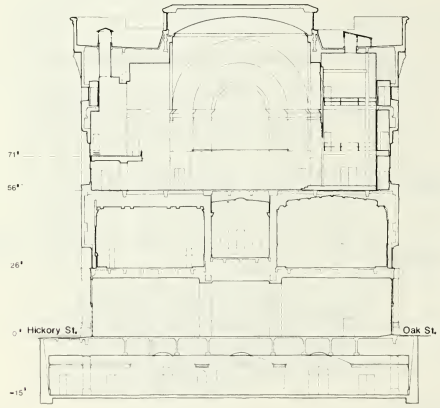
SOURCE: Tanner & VanDine

FIGURE 3

Existing/Proposed East-West Sections



NEW SECTION



EXISTING SECTION

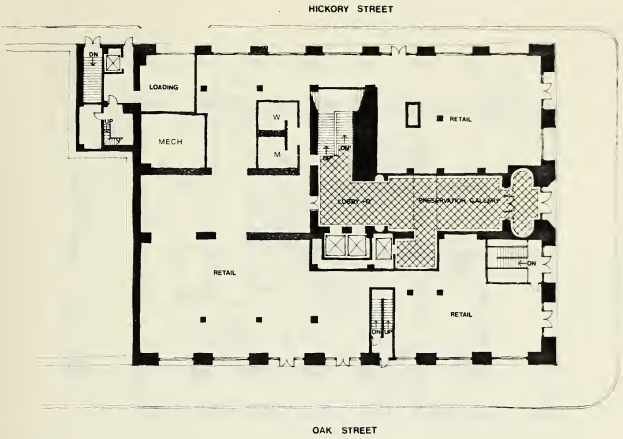
0 50
FEET

NEW LEVELS
EXISTING LEVELS

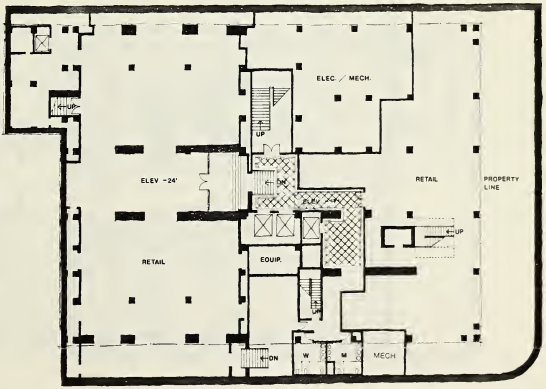
SOURCE: Tanner & VanDine

FIGURE 4

Existing/Proposed
North-South Sections



LEVEL 1



BASEMENT

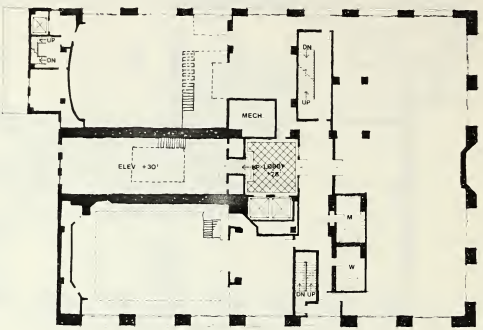
NEW FLOOR AREA

0 50
FEET

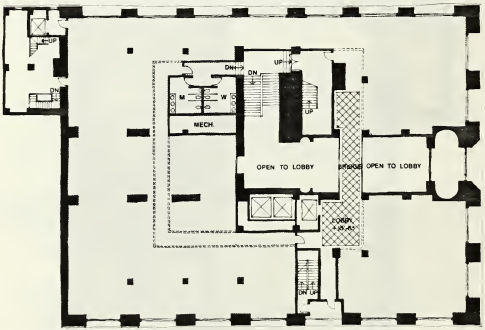
SOURCE: Tanner & VanDine

FIGURE 5

Basement/Level 1 Floor Plans



LEVEL 3



LEVEL 2

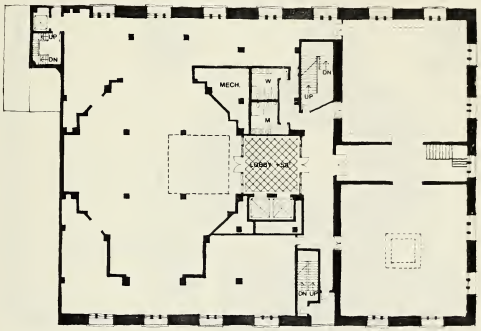
NEW FLOOR AREA

0 50
FEET

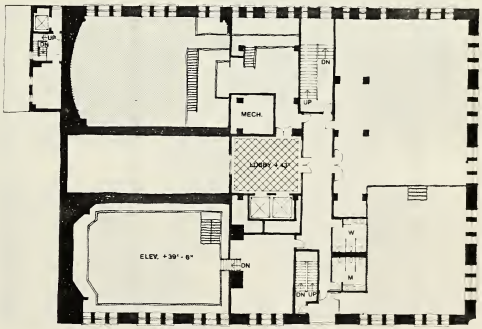
SOURCE: Tanner & VanDine

FIGURE

Level 2/Level 3 Floor Plan



LEVEL 5



LEVEL 4

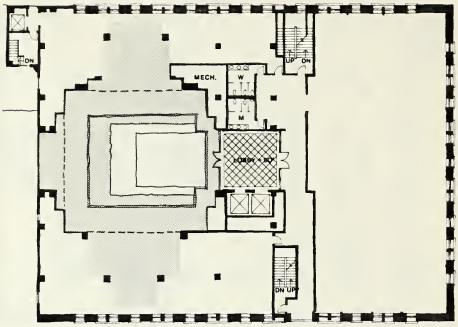
NEW FLOOR AREA

0 50
FEET

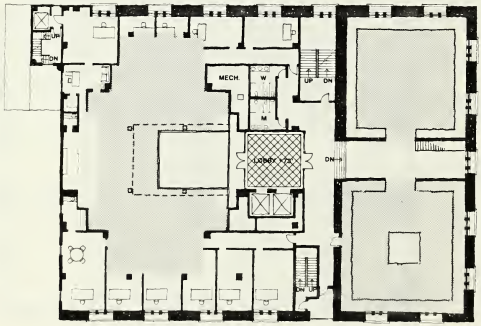
SOURCE: Tanner & VanDine

FIGURE 7

Level 4/Level 5 Floor Plans



LEVEL 7



LEVEL 6

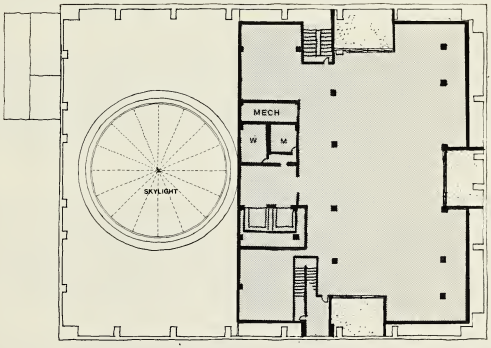
NEW FLOOR AREA

0 50
FEET

SOURCE: Tanner & VanDine

FIGURE 8

Level 6/Level 7 Floor Plans



PENTHOUSE

NEW FLOOR AREA

0 50
FEET

SOURCE: Tanner & VanDine

FIGURE 9

Level 8 (Penthouse) Floor Plan

III. POTENTIAL ENVIRONMENTAL EFFECTS

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS.

Could the project:	Yes	No	Discussed
1. Require a variance, special authorization, or change to the City Planning Code or Zoning Map?	X		X
2. Conflict with the Comprehensive Plan of the City and County of San Francisco?		X	X
3. Conflict with any other adopted environmental plans and goals of the City or Region?		X	

The project site is zoned C-3-G (Downtown General Commercial), in a 320-I Height and Bulk District. The basic allowable Floor Area Ratio (FAR) is 10:1; the maximum allowable height is 320 ft. The Masonic Temple, after addition of area by the project, would have an FAR of 8.5:1. The height, after addition of the penthouse, would be 125.5 ft. at the penthouse roofline and 130 ft. at the top of the domed skylight, 16 ft. higher than the present height of the building.

The project is within the Special Downtown Interim Special Review Area, and would thus be subject to Discretionary Review by the City Planning Commission under Resolution No. 8474, adopted January 17, 1980. Under its current policy of Discretionary Review of downtown buildings, the Commission would review the building design and its environmental context. Discretionary Review is an interim measure prior to final comprehensive revisions of the downtown zoning provisions being considered for adoption by the City and may result in imposition of conditions for the issuance of permits.

By making possible an efficient contemporary use while preserving those portions or features of the property which are significant to its historical, architectural, and cultural values, the project is intended to qualify as a rehabilitation project under the Secretary of the Interior's "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings" (U.S. Government Printing Office, 1980). A copy of this publication is on file with the Office of Environmental Review.

The proposed renovation of the Masonic Temple would not conflict with policies and objectives of the City's Comprehensive Plan. The project would be in accordance with the Comprehensive Plan's Urban Design Element, Objective 2, Policy 4, which states, "preserve notable landmarks and areas of historic, architectural, or aesthetic value, and promote the preservation of other building and features that provide continuity with past developments" (p. 25). The project is intended to comply with Objective 2, Policy 5, which states, "Use care in remodeling of older buildings, in order to enhance rather than weaken the original character of such buildings" (p. 25), through the use of non-intrusive additions and reuse of existing building materials (this element of the project is subject to review by the State Historic Preservation Office in Part II of the National Historic Register listing application process). Objective 1, Policy 3, states: "Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts" (p. 10), and Objective 2, Policy 7 states, "Recognize and protect outstanding and unique areas that contribute in an extraordinary degree to San Francisco's visual form and character" (p. 25). The project responds to these objectives and policies through the maintenance of the existing Masonic

Temple, which is unique in itself and contributory to the character of the Civic Center, and through conformance to the Secretary of Interior's Standards in the design of additions (this aspect of the project is subject to review as noted above).

B. ENVIRONMENTAL EFFECTS. Could the project:

	Yes	No	Discussed
1. Land Use			
a. Disrupt or divide the physical arrangement of an established community?	___	X	___
b. Have any substantial impact upon the existing character of the vicinity?	___	X	X

Van Ness Ave. and Market St. are two of San Francisco's most important throughfares; their intersection marks the juncture of several land use districts in the City, including the Civic Center area to the north and east and the Market St. and Van Ness Ave. commercial and retail corridors to the east and south. Public buildings of the Civic Center complex including City Hall, the San Francisco Board of Education Building, State and Federal Office Buildings and major cultural institutions such as Davies Symphony Hall and the Opera House are located to the north and east of the site. Uses to the west and southwest are residential and small-scale commercial and retail uses including automobile garages, warehouses, and retail shops. Immediately east of Van Ness Ave. along Market St. are medium- and high-rise retail/office buildings.

The project would be consistent with existing and proposed land uses in the vicinity of the site. It would provide office space in the Market-Van Ness area which is consistent with the C-3-G zoning district and with other currently approved development in the area. Currently approved development in the area includes the previously approved renovation of the Masonic Temple to provide 58,930 sq. ft. of office space and 36,400 sq. ft. of retail space, the Van Ness Plaza project which would provide 170,000 sq. ft. of office space and 6,000 sq. ft. of retail space, and the Opera Plaza project, which would provide 50,000 sq. ft. of office space. Two projects in the area, 300-350 Gough, which would provide 16,000 sq. ft. of new office space, and 101 Hayes, which would provide 126,000 sq. ft. of new office space and 6,000 sq. ft. of new retail space, are currently under formal review by the Department of City Planning (see Figure 1, p. 3).

Changes to the Masonic Temple would be primarily to the interior, and thus, the physical arrangement of the community would not be disrupted.

	Yes	No	Discussed
2. Visual Quality and Cultural			
a. Have a substantial, demonstrable negative aesthetic effect?	___	X	X
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	___	X	X
c. Generate obtrusive light or glare substantially impacting other properties?	___	X	___

	Yes	No	Discussed
d. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study?	___	X	X
e. Conflict with established recreational, educational, religious or scientific uses of an area?	___	X	X
f. Conflict with preservation of any buildings of City landmark quality?	___	X	X

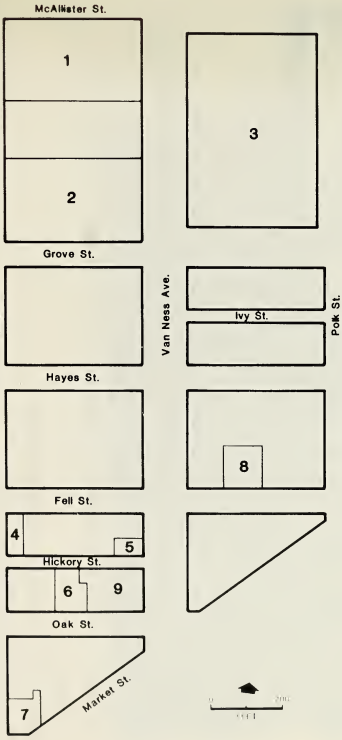
The Masonic Temple is designed in the style of an early Italian Renaissance Palazzo. Symmetrically placed windows and arches define a surface pattern with a slight horizontal direction in the orderly facade of the building. The absence of vertical elements common to Renaissance Palazzo architecture, such as columns and pilasters, and the Venetian arches of the third story windows contribute to a late medieval, Gothic form. The row of corbeled arches at the top of the building further adds to the perception of weight and gravity in the building.

The Masonic Temple's style provides an interesting counterpoint to the Beaux Arts architecture of the Civic Center. The building is a prominent feature of the Van Ness Ave. corridor near its intersection with Market St. and is especially visible from the north along Van Ness Ave. (see Figure 10, p. 15). Other buildings of historic and/or architectural significance in the area include the International Center (Roman Catholic Welfare Corporation Building) and the Whiteside Apartments to the west of the site, the Miramar Apartments to the south, the Viavi Building to the east and the Godeau Undertakers Building, the War Memorial Veteran's Building, the War Memorial Opera House and City Hall to the north. (These buildings and the ratings given to them by both the 1976 Department of City Planning Architectural Survey and the 1981 secondary survey by the Foundation for San Francisco's Architectural Heritage are shown in Figure 10, p. 15.)

Physical changes resulting from the project would be the addition of a rooftop penthouse, a domed skylight, and new window openings on the fourth and sixth floors. These elements would be added in a manner intended to reinforce the building's original architectural quality.

The new window openings on the exterior walls of the building would be similar to existing windows in size, shape and detail and would relate to the intentions of the original design, as evidenced by Bliss and Faville's original plans (pertinent drawings are on file with the Department of City Planning, Office of Environmental Review, 450 McAllister St., 5th Floor). The new window openings would alter the pattern of fenestration and replace four existing carved panels on the fourth floor and 19 terra cotta panels on the sixth floor. These panels, which depict Masonic emblems and shields, would be removed, intact if possible, and at least one of each type would be displayed in the Preservation Gallery proposed for the entrance hall on the ground floor of the Temple. The new windows would add interior light intended to make the building more suitable for office use.

The skylight over the "Commandery" would also allow light into the building and would be compatible with the original building design which included a



		DCP*	H**
1	War Memorial Veterans Building	DCP-5	
2	War Memorial Opera House	DCP-5	
3	City Hall	DCP-5	
4	Whiteside Apartments		H-B
5	Godeau Undertakers		H-B
6	International Center (Roman Catholic Welfare Corporation)	DCP-4	H-A
7	Miramar Apartments		H-B
8	Vlavi Building		H-B
9	Project	DCP-5	H-A

* The Department of City Planning Survey rates buildings on their architectural/historical merit on a scale of 0-5, with 5 the highest rating.

** The Foundation for the Preservation of San Francisco's Architectural Heritage Survey rates buildings on a scale of A-D, with A the highest rating.

FIGURE 10

Historical/Architecturally Significant Buildings in the Project Vicinity

SOURCE: Environmental Science Associates, Inc.

full hemisphere windowed dome over this area (this dome was apparently never constructed). The skylight would be a conical metal frame and glass structure with a base diameter of approximately 50 ft. It would extend the overall building height by about 15 ft. to about 130 ft., but would not interfere with the views of neighboring buildings or block existing view corridors.

The addition of a penthouse above the roof line would require the removal of an existing mechanical structure which is visible from the street. The penthouse would also extend the original building roof line and alter the historic form of the building. The proposed height, about 10 ft. above the present cornice line, and bulk of this element, its 15-ft. setback behind the building's parapet, and sloping roofline are measures intended to reduce the visual impact of the penthouse. The shape of the penthouse has been designed to reflect the "attic" proportions of the Opera House and Davies Hall and is intended to provide visual continuity of profile when viewed from Van Ness at a distance (see Figure 11, p. 17). Sightline studies conducted by the project sponsor at the request of the Department of City Planning show that the penthouse cannot be seen from the street within a 240-ft. cordon.

The Masonic Temple was designed in 1911 by the architectural firm of Bliss and Faville, who also designed among other buildings in San Francisco, the State Building at the Civic Center, the Geary Theatre, the St. Francis Hotel, and the Southern Pacific Building. The building is in the style of early Rennaissance Palazzo, primarily Italian Gothic in design, with a Romanesque-style arched entrance and other features inspired by cathedrals in France. Italian craftsmen created the sculptural features of the building's facade, including numerous bas relief panels and a statue of King Solomon which adorns the southeast corner. Interior furnishings were designed by Arthur and Lucia Mathews (important designers in the "California Decorative" style), who were also responsible for the State Capitol murals. The Mathews supervised the design of all interior elements from the intricately painted murals to the lighting fixtures, carpets and furniture.

A grand parade of 8,000 Masons, with Knights Templans on horseback, marked the dedication of the Masonic Temple in 1913. From that date until it was sold in 1975, the building was owned and used by the Masons for lodge activities. Until 1980, the Masons continued to lease the building for ceremonial occasions. It has been mostly vacant since 1980.

The building has been recognized as an historic and architectural resource; it was rated "5" (on a scale of 0-5, with 5 the highest rating) in the 1976 Department of City Planning Architectural Survey and was rated "A" (on a scale of A-D, with A the highest rating) by the Foundation for Preservation of San Francisco's Architectural Heritage. The project sponsor is currently seeking listing of the building on the National Register of Historic Places.

The interior renovation would change the functions of the interior space, but would preserve much of the existing decorative work in place and allow for the re-use of other elements where structural work precludes the retention of work in place.

A mitigation measure is listed on p. 30, which has been incorporated into the project to reduce environmental effects.

FIGURE 11
View of Masonic Temple with proposed penthouse addition looking South from the corner of Van Ness and McAllister St.

SOURCE: Environmental Science Associates, Inc.

3. Population	Yes	No	Discussed
a. Induce substantial growth or concentration of population?	___	X	X
b. Displace a large number of people (involving either housing or employment)?	___	X	X
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	___	X	X

The proposed project would add about 42,860 sq. ft. of office space to the existing 95,330 sq. ft. previously approved in the Masonic Temple, resulting in a total of 36,400 sq. ft. of retail space and 101,800 sq. ft. of office space in the building. The provision of about 42,860 sq. ft. of new office space in the Masonic Temple would increase the office population of the Market-Van Ness area by approximately 170 workers (an increase of 168 over the existing on-site workforce of 2 persons). This amount of growth represents about 0.2% of the total projected office employment in the greater downtown area (based on the Department of City Planning's cumulative development list, which includes the existing Masonic Temple, as 25 Van Ness, as an approved project, January 27, 1983).

Population increases from occupancy of the existing area in the Temple would be about 320 employees; from the Van Ness Plaza project, about 690; from the 101 Hayes St. project, about 520; from the 300-350 Gough St. conversion, about 60; and from the Opera Plaza project, about 200, for a total of 1,490 employees. The project would represent 11% of this increase.

The increase in population on the site and in the area from the project and other developments in the vicinity would result in an increase in demands for goods and services available in the area. Three of the projects, 25 Van Ness (the Masonic Temple rehabilitation), Van Ness Plaza and 101 Hayes, would include retail space which could offset increases in demand for retail goods. It is likely that existing businesses in the area could accommodate increased sales activity from new employment.

The additional workers on the site may generate a housing demand. However, the City recognizes that the quality of available data does not permit precise estimates of housing demand generated by relatively small projects. Therefore, new development projects of less than 50,000 gross sq. ft. are considered not to have a significant impact on the City's housing supply.

4. Transportation/Circulation	Yes	No	Discussed
a. Cause an increase in traffic which is substantial in relation to the existing load and capacity of the street system?	___	X	X
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	___	X	X

	Yes	No	Discussed
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	___	X	X
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	___	X	X

Street Network: The project site is located in the block surrounded by Oak St. on the south, Franklin St. on the west, Fell St. to the north and Van Ness Ave. to the east. The intersection of Market St. and Van Ness Ave., both major thoroughfares, is located about one block south of the site. Oak St. is one-way westbound from Van Ness Ave. to Franklin St. and one-way eastbound from Franklin St. westward. Fell St. is one-way eastbound from Van Ness Ave. to Franklin St., two-way from Franklin St. to Gough St., and one-way westbound from Franklin St. westward.

Access to the regional freeway system connecting the downtown area with the East Bay and the Peninsula is provided by pairs of ramps at Harrison and Bryant Sts. at Eighth St., and Ninth and Tenth Sts. at Bryant St. Both pairs of ramps are located approximately one mile southeast of the site.

Travel Demand: The project would generate approximately 120 person trip ends (pte) during p.m. peak hour (4:00-6:00 p.m.) and 600 pte per weekday. Table 1 shows the distribution by mode of travel for the project trips. The proposed project would represent an increase of 0.2% over the travel from the cumulative demand in the downtown area for both person and vehicle trips. As of January 27, 1983, a total of 17.3 million sq. ft. of net new office space is proposed, approved or under construction in the greater downtown area in the City. This office growth and an accompanying 0.6 million gross sq. ft. of new retail space would generate approximately 51,550 person trip ends (one way trips) during the weekday p.m. peak hour (see Table 1).

Most new development approved or under construction in the City is in the Financial District. Two developments are approved in the vicinity of the project site: the approved portion of the Masonic Temple (95,330 sq. ft. of office area), also known as the 25 Van Ness Building, and Van Ness Plaza (170,000 sq. ft. of office space and 6,000 sq. ft. of retail space). Two developments are proposed for this area: 101 Hayes (126,000 sq. ft. of office space and 6,000 sq. ft. of retail space) and 300-350 Gough (16,000 sq. ft. of office space). The growth in the project area without the project would generate approximately 780 pte during the p.m. peak hour and 4,050 pte per weekday (see Table 1).

In light of uncertainties in the transportation analysis methodology, the quality of the available data, and the type of trip-generation model used, the overall accuracy of the travel demand projections is in the range of +10-15%. Hence, travel demand for the project, which is much less than 1% of the cumulative demand in the downtown area, would not be statistically measurable against the background of cumulative development. (A discussion of the methodology and its limitations is on file with the Department of City Planning, Office of Environmental Review, 450 McAllister St., 5th floor.) The project would contribute 13% of the cumulative demand of developments in the project vicinity.

TABLE 1: P.M. PEAK-HOUR TRAVEL OUT OF THE DOWNTOWN AREA BY MODE*
(person trip ends)

Mode	Cumulative** (Downtown) without the project	Cumulative*** (Project Vicinity) without the project	Project
Auto	16,330	385	40
Muni	12,880	305	30
BART	8,680	205	20
AC Transit	3,990	95	10
Golden Gate	1,920	45	5
Southern Pacific RR	2,200	50	5
SamTrans	590	15	-
Ferry	400	10	-
Other (walk)	4,560	100	5
Total	49,850	780	115

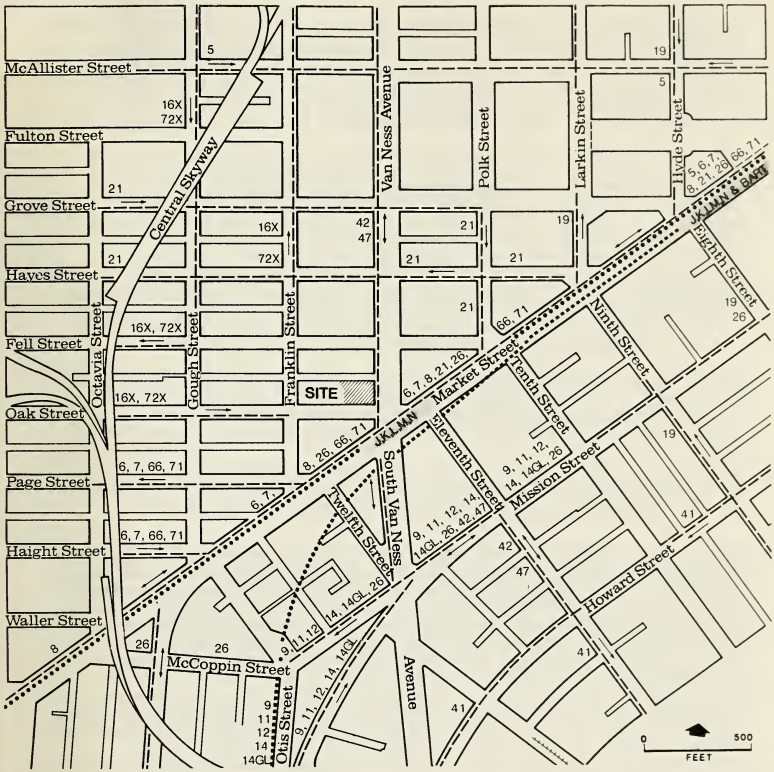
* Projections based upon distribution information on file with OER.
** A list of individual projects is on file with OER; includes those in the project site vicinity.
*** Projects within 2,000 ft. of the site: 25 Van Ness Ave. (Masonic Temple Rehabilitation), Van Ness Plaza, 101 Hayes and 300-350 Gough.

SOURCE: Environmental Science Associates, Inc.

Transit: The project area is served by San Francisco Municipal Railway (Muni) electric trolley and motor coach lines, and by Muni Metro Light Rail Vehicle (LRV) routes, which, in the project vicinity, underneath Market St. There are 21 Muni routes with stops within 2,000 ft. of the project site. Muni routes and the location of the subway station in the project vicinity are shown in Figure 12, p. 21.

Regional transit sevice is provided to and from the East Bay and South San Francisco by the Bay Area Rapid Transit District (BART) from the Civic Center station (located at Market and Eighth Sts., about 2,000 ft. from the site). Additional regional service to the East Bay is provided by Alameda-Contra Costa (AC) Transit District motor coaches from the Transbay Transit Terminal (located at Mission and First Sts., about 1.5 miles east of the project site). Peninsula service is provided by the Southern Pacific Transportation Company (SP) from a train terminal at Fourth and Townsend Sts., and by the San Mateo County Transit District (SamTrans), which has bus routes and stops along various streets in the project area (within 2,000 ft. of the site).

The Golden Gate Bridge Highway and Transportation District (Golden Gate Transit) provides bus service to and from Marin and Sonoma counties and operates on Seventh and McAllister Sts. with stops in the Civic Center area about 2,000 ft. northeast of the project site. Golden Gate Transit provides ferry service to terminals in Larkspur and Sausalito from the Ferry Building at the eastern end of Market St.



BART and Muni Metro Station

BART Route

Muni Metro Subway

Transit Route

1, 2, 3, J, K, L Route Designation

Route Direction

FIGURE 12

Bart/Muni Routes in Vicinity of Site

SOURCE: Environmental Science Associates, Inc.

An analysis was made of the cumulative transit impacts due to development in downtown San Francisco as set forth in the Department of City Planning Guidelines. The analysis was conducted on a system level which considered only the lines or blocks of line that serve the project site and not the entire transit system. As a worst case, this analysis assumes no expansion in the transit system and the results are not dependent on increased city, state or federal funding. The results of the analysis are shown in Table 2, p. 23.

The project would generate approximately 30 p.m. peak-hour Muni trips. The increase due to the project during the p.m. peak hour would represent 9% of the increase in demand in the project area (407,330 gross sq. ft of office space and 12,000 gross sq. ft. of retail space either approved or under review). The increase is less than 1% of the increase in demand that would result from development of 17.3 million gross sq. ft. of office space and 0.6 million sq. ft. of retail space in downtown San Francisco. Cumulative development in the project area, including the project, would generate approximately 340 p.m. peak hour Muni trips. The increase would represent 3% of the increase in demand from downtown San Francisco cumulative development. (Further background information and an analysis of line-by-line Muni loading projections (based on existing capacity only) is on file with OER.)

During the p.m. peak hour the project would also generate approximately 20 BART trips, 10 AC transit trips, 5 Golden Gate Transit trips, and 5 S.P. railroad trips. The additional ridership from the project would not substantially affect the operation of the regional and local transportation service.

Construction trucks would use Hickory St. for access to the site. Hickory St. is located about 100 ft. north of the nearest Muni transit stop; construction vehicles would not interfere with transit operation.

Pedestrians: Pedestrian counts were taken on the sidewalks fronting the site and the crosswalk at Van Ness Ave. and Oak St. during noon and p.m. peak hours on December 10, 1982. At present, peak 15-minute pedestrian volumes were 100 pedestrians on Van Ness Ave. sidewalk, 35 pedestrians on the Oak St. sidewalk, and 160 pedestrians in the crosswalk. The existing pedestrian volumes occupy 3% of the available capacity on the Van Ness Ave. sidewalk (open), 1% on the Oak St. sidewalk (open) and 4% on the crosswalk of Van Ness Ave. at Oak St. (unimpeded). (Background data is on file with OER.)

The project-related p.m. peak hour pedestrian travel was estimated to be 120 person trip ends per hour, 40 of which would occur in the peak 15-minute period. Project plus cumulative development (in the project area) and existing pedestrian volumes would result in unimpeded conditions on the Van Ness Ave. sidewalk (5% of capacity), on the Oak St. sidewalk (2%) and on the Oak St. crosswalk (6%). Due to the existing good level of service on the sidewalks and crosswalk in front of the project site and the low number of pedestrian trips generated by the project, the project would not substantially affect the pedestrian circulation on the adjacent pedestrian facilities.

Conflicts could arise between construction trucks and pedestrians on Van Ness Ave. at Hickory St.; however, pedestrian volumes are not heavy and construction trips would occur primarily during off-peak hours.

Traffic: Traffic impacts for the project were analyzed at freeway access ramps serving the project site area. Analysis of the streets which serve the project as feeders to or from freeway ramps was assumed to represent the

TABLE 2: AFTERNOON PEAK HOUR OUTBOUND TRANSIT RIDERSHIP AND LOAD FACTORS (L.F.)*

Agency	Existing (1982)		PROJECTED RIDERSHIP/ EXISTING CAPACITY				PROJECTED RIDERSHIP/ PROPOSED CAPACITY**			
			Future without Project***		Future with Project		Future without Project		Future with Project	
	Riders	L.F.	Riders	L.F.	Riders	L.F.	Riders	L.F.	Riders	L.F.
Muni/d/	25,330	0.91	37,490	1.34	37,640	1.35	37,490	1.13	37,640	1.13
BART										
Transbay	13,600	0.90	19,050	1.26	19,120	1.26	19,050	0.77	19,120	0.77
Westbay	6,445	0.61	9,280	0.89	9,320	0.89	9,280	0.56	9,320	0.56
AC Transit	9,560	0.72	13,370	1.00	13,420	1.00	13,370	1.00	13,420	1.00
SamTrans	1,700	0.78	2,260	1.30	2,270	1.30	2,260	0.36	2,270	0.36
SPRR/CalTrans	5,180	0.78	7,280	1.10	7,305	1.11	7,280	1.10	7,305	1.11
Golden Gate										
Motor Coach	4,510	0.66	6,350	0.92	6,370	0.93	6,350	0.74	6,370	0.74
Ferry	800	0.39	1,190	0.57	1,190	0.57	1,190	0.33	1,190	0.33

/a/ Load factor based upon existing (recommended) maximum capacity. A load factor of 1.00 is equivalent to 100% of recommended seated and standing capacity being used. Recommended maximum capacity is less than "crush" loadings that occur occasionally.
/b/ Proposed capacity as specified by each agency's Five-Year Plan.
/c/ Future Riders is the sum of existing riders and riders that would be generated by the 16.7 million gross sq. ft. of office development and the 0.5 million sq. ft. of retail development in the downtown (see Appendix E, p. 214.)
/d/ 1982 Muni ridership is approximate based on a compilation of Muni ridership by the Department of City Planning. Ridership is the average of the three most recent shedule checks for each route for the months of August 1981 to August 1982, as compiled by the Department of City Planning.

SOURCE: Environmental Science Associates, Inc.

"worst case" or greatest traffic impacts. Impacts from the project on other streets would be less as project traffic on them would be less concentrated. As no parking would be provided on the project site, it was assumed that routes of drivers going to garages or lots would be sufficiently dispersed as to have a negligible effect on volumes on streets adjacent to the project. Cumulative parking demand from both the project and occupancy of the existing portion of the Masonic Temple would be about 15 short-term spaces per hour. This demand could result in trips on streets adjacent to the project block because of the existence of metered on-street parking. These trips would be somewhat dispersed and would not be sufficient to reduce levels of service on affected streets. As a parking survey showed almost continuous use of the

on-street spaces, short-term parking demand from both the project and occupancy of the existing area of the Masonic Temple would not cause a substantial increase in vehicular traffic on streets adjacent to the project. There are five sets of freeway ramps in the project vicinity. One set is at Oak and Fell Sts. at Laguna St. Another set has an off-ramp at Franklin St. and Golden Gate Ave. and an on-ramp at Gough and Turk Sts. The third set of ramps has an off ramp at Otis and Mission Sts. and an on-ramp and South Van Ness Ave. and Erie St. The fourth set of ramps is at Ninth and Tenth Sts. at Bryant St. and the fifth set of ramps is at Harrison aznd Bryant Sts. at Eighth St. The latter two sets of ramps provide direct access to the Central Freeway (US 101/I-80) whereas the former three sets of ramps provide access to the skyway which connects with the Central Freeway.

Based on the location of off-street parking facilities with probable vacancies in the project vicinity (mostly east of Van Ness Ave. and south of Market St.) and the complexity of the one-way street system in the project vicinity west of Van Ness Ave. (both Oak and Fell Sts. change one-way travel directions), the assumption was made that project-related autos would be more likely to use the ramp sets at Ninth and Tenth Sts. at Bryant St. and at Harrison and Bryant Sts. at Eighth St. than to use the other ramp sets.

Traffic from cumulative development (in both the downtown and the project area) would cause the Level of Service to deteriorate from B to C at the intersections of 8th and Bryant Sts. and 10th and Bryant Sts. as shown in Table 3, p. 25. (Level of Service definitions are on file with OER.) The project would generate approximately 30 vehicle trip-ends during the p.m. peak hour. As a result of the low number of vehicle trip-ends generated by the project, the project-related vehicles would not have a substantial effect on the operation of the intersections or street system in the vicinity of the project site as shown in Table 3 by no change in the v/c ratio of either of the intersections in the existing plus cumulative with the project condition.

Conflicts could arise between construction trips entering Van Ness Ave. from Hickory St. and drivers on Van Ness Ave.; however, construction trips would occur primarily during off-peak hours.

Parking: Curbside parking is prohibited on Van Ness Ave. in front of the project site and a bus stop is located at this frontage. There are 4 fifteen-minute metered spaces in front of the site on Oak St. and a total of 47 one-hour metered spaces on Fell, Franklin and Oaks Sts. in the project block. An on-street parking survey was conducted in this block on December 16, 1982, between 11:30 a.m. and 12:30 p.m. The results of the survey show a continuous occupancy of the metered spaces with an average turn-over rate of 1.7 (i.e. each space was used on the average by 1.7 vehicles per hour). Overtime parking occurred in about 50% of the spaces during the survey period. It should be noted that the occupancies cited are probably worst case, since the survey was taken during the Thanksgiving/Christmas holiday season. A survey conducted in January by the Department of City Planning indicates at least a 10% decrease in occupancy.

Long-term parking facilities are located primarily to the east, south and west of the site within a 5-minute walking distance. An off-street parking survey within the project vicinity (approximately 1,000 ft. radius of the site) was made on December 16, 1982. The survey indicated that approximately 1,400 off-street commercial parking spaces are available in the area (176 of these spaces are located on sites of projects under formal review). Average daytime occupancy in these spaces is approximately 96% with about 60 spaces open at

any one time. This represents the worst case due to the time of year when the survey was conducted.

TABLE 3: PROJECTED PEAK-HOUR VOLUME-TO-CAPACITY (V/C) RATIOS AT INTERSECTIONS NEAR THE PROJECT SITE

Intersection	Existing (1982) V/C	LOS	Existing + Cumulative V/C	LOS	Existing + Cumulative + Project V/C	LOS*
8th & Bryant	0.65	B	0.73	C	0.73	C
10th & Bryant	0.69	B	0.71	C	0.72	C

*LOS = Level of Service. (Level of Service Definitions on file with OER.)
SOURCE: Environmental Science Associates; based on counts made on December 15, 1982 between the hours of 4:30 p.m. and 6:00 p.m.

Long-term demand from the project is about 40 spaces and demand from cumulative development in the vicinity that would compete for parking within 1,000 ft. of the site is projected to be 215 spaces (see Table 4, below). Cumulative short-term parking demand from the project and development in the vicinity is projected to be 25 spaces. The project's share of this demand, about 4 spaces, would represent about 16% of this short-term demand.

TABLE 4: PROJECTED PARKING DEMAND FROM THE PROJECT AND OTHER DEVELOPMENTS IN THE PROJECT VICINITY (for spaces within 1,000 ft.)

	Cumulative Without the Project	Project	Cumulative With the Project
Long Term	215	42	257
Short Term	20	4	24
TOTAL	235	46	281

SOURCE: Environmental Science Associates, Inc.

The cumulative long-term parking demand from the project and other buildings proposed and under construction in the downtown is projected to be 16,800 spaces. The project's share of this demand, about 40 spaces, represents 0.2% of this long-term demand.

Mitigation measures are included on p. 31, which have been incorporated into the project to reduce environmental effects.

5. Noise	Yes	No	Discussed
a. Increase substantially the ambient noise levels for adjoining areas?	___	X	X

	Yes	No	Discussed
b. Violate Title 25 Noise Insulation Standards, if applicable?	___	X	X
c. Be substantially impacted by existing noise levels?	___	X	X

Project construction would cause noise levels intermittently to exceed ambient noise levels in the site vicinity. No residential uses are located adjacent to the project block.

Foundation reinforcement and project construction would take about 12 months. Addition of new windows and mezzanine levels, and the construction of a penthouse and skylight on the roof would be the major noise-producing activities resulting from the project. These activities would temporarily increase noise levels above those currently existing in the site vicinity. The project would not require pile driving. Noise would also result from renovation activities not part of the project (e.g., excavation and foundation reinforcement as part of the work approved under the existing building permit).

Any impact tools and equipment needed for project construction would have intake and exhaust mufflers and jackhammers would be equipped with shields or shrouds recommended by the manufacturers and approved by the Director of Public Works as required by Section 2907c of the San Francisco Noise Ordinance. Noise from non-impact tools and equipment would comply with the San Francisco Noise Ordinance requirement of a sound level no higher than 80 dBA, 100 feet from the property line (Section 2907b)./1/ No construction activity would occur between 8 p.m. and 7 a.m. which would cause the noise level to exceed the ambient noise level by 5 dBA at the nearest property line.

After construction, operation of the proposed project could affect the existing acoustic environment in the area through the generation of additional traffic in the vicinity, contributing to an increase in overall traffic noise levels, and the addition in the noise environment of sounds of mechanical equipment associated with the building. Traffic generated by the building during daytime hours would cause noise levels to increase by less than one dBA on any of the adjacent streets (a one-dBA increase in environmental noise is undetectable to humans except in a laboratory situation.) The building's mechanical equipment would be designed so that it would not impact the existing acoustic environment, as regulated by San Francisco's Noise Ordinance (San Francisco Municipal Code, Section 2909).

The Environmental Protection Element contains guidelines for determining the compatibility of land uses with various noise environments. The proposed project would be exposed to a background noise level of about 65 dBA. Vehicular traffic, especially from buses running along Van Ness Ave., is the main source of noise at the site and may increase background noise. Thus, depending on traffic, the noise level would be expected to range from 65 to 75 dBA at the site, and the guidelines recommend that a detailed analysis of noise reduction requirements be made and necessary noise mitigation measures be taken. However, the Masonic Temple was built with thick walls and recessed windows to provide a quiet atmosphere for Masonic ritual activities. The noise insulation quality of these features would be retained by the proposed renovation and no further noise reduction measures are proposed.

Title 25 Noise Insulation Standards (California Administrative Code) would not be applicable to the proposed project because no new residential housing is proposed.

NOTE - Noise

/1/ dBA is a measure of sound in units of decibels, or dB. The "A" denotes the A-weighted scale which simulates the response of the human ear to various frequencies of sound.

6. Air Quality/Climate	Yes	No	Discussed
a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	___	X	X
b. Expose sensitive receptors to substantial pollutant concentrations?	___	X	X
c. Permeate its vicinity with objectionable odors?	___	X	___
d. Alter wind, moisture or temperature (including sun shading effects), so as to substantially affect public areas, or change the climate, either in the community or the region?	___	X	___

Construction activity would result in generation of dust emissions at the site, which could affect short-term air quality in the project vicinity. Fuel burned by construction equipment and delivery vehicles would emit carbon monoxide (CO), hydrocarbons (HC), nitrogen oxides (NOx) and particulates (soot). These emissions would not be expected to violate any ambient air quality standards. No sensitive receptors are located in the site vicinity.

Any impact of the project on regional air quality would not be of sufficient magnitude to cause a measurable increase in ozone concentrations.

The project contractor would sprinkle unpaved excavation and construction areas with water twice a day to reduce particulate emissions by approximately 50%, and would maintain and operate construction equipment so as to minimize exhaust emissions.

7. Utilities and Public Services	Yes	No	Discussed
a. Breach published national, state or local standards relating to solid waste or litter control?	___	X	X
b. Extend a sewer trunk line with capacity to serve new development?	___	X	X
c. Substantially increase demand for schools, recreation or other public facilities?	___	X	X
d. Require major expansion of power, water, or communications facilities?	___	X	X

The proposed development would increase building area on the site and the number of persons using the project area, thus it would increase the site's fire hazard, wastewater and solid waste generation, and water consumption. It would not require new in-street gas or electric facilities (transformer and gas meter) to handle increased energy consumption. Responsible utilities and City agencies contacted have indicated that they could respond adequately to increased demands for services and utilities generated by the project.

Documentation and references to these agencies can be found in the Utilities and Public Services background report, on file with the Office of Environmental Review.

8. Biology	Yes	No	Discussed
a. Substantially affect a rare or endangered species of animal or plant or the habitat of the species?	___	X	___
b. Substantially diminish habitat or fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	___	X	___
c. Require removal of substantial numbers of mature, scenic trees?	___	X	___

9. Geology/Topography	Yes	No	Discussed
a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	___	X	X
b. Change substantially the topography or any unique geologic or physical features of the site?	___	X	___

The Masonic Temple lies on a relatively flat site about 53 ft. above mean sea level. The area is underlain by unconsolidated deposits of clay, silt, and sand over Franciscan bedrock. This bedrock material provides competent support for shallow building foundations such as the spread mat footings of the Masonic Temple. This foundation type would be retained, but strenghthened to meet current seismic standards. Foundation work is not part of the project and is not covered in this report. A geotechnical report for the site is being prepared by Harding Lawson Associates; the project sponsor would follow all recommendations of this report.

Groundshaking is expected to be "strong" on the site for an earthquake of the magnitude of the 1906 event. New floor space would be installed under the supervision of a structural engineer and would comply with all applicable seismic and life safety standards. The construction would be required to meet specifications of San Francisco Building Code or seismic design concerning amount of allowable sway, the attachment of partitions and the provision of emergency electricity and water services.

A licensed structural engineer would supervise the addition of new floor space, and roof structures; the project sponsor would comply with all recommendations of the structural engineer for maximum seismic safety.

10. Water	Yes	No	Discussed
a. Substantially degrade water quality, or contaminate a public water supply?	___	X	___
b. Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	___	X	___
c. Cause substantial flooding, erosion or siltation?	___	X	___
11. Energy/Natural Resources			
a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	___	X	X
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	___	X	___

Project construction activities and an increase in office floor space would contribute to increased consumption of nonrenewable energy resources on the site. Total energy required for construction would be 70.3 billion Btu-at-source which includes energy consumed for fabrication and transportation of materials in addition to on-site direct energy consumption. Direct energy costs on site would be about 17.8% of the total, 12.5 billion Btu-at-source (Bruce Hannon et al., "Energy and Labor in the Construction Sector," Science, Vol. 202, p. 840.)

Historical energy consumption data for the building at full occupancy is not available. However, the building was originally designed for a peak heating load of approximately 5 million Btu/hr. (gas heat); the proposed office/retail use would reduce this peak heating load to approximately 3 million Btu/hr. based on improvements made to windows (Don Ford, Project Engineer, Marion, Cerbatos and Tomasi, letter, December 15, 1982). The specific heating load requirement of the new floor area (42,860 sq. ft.) cannot be accurately separated from that of the building as a whole.

The structure is presently not mechanically cooled. An air conditioning system would be added, resulting in an annual project-generated cooling load of approximately 14,000 KWH (Don Ford, Project Engineer, Marion, Cerbatos and Tomasi, letter, December 15, 1982). Additional lighting for the project (a combination of fluorescent and incandescent lamps is anticipated), and mechanical equipment, such as a ventilation system and an elevator to the penthouse, would increase electrical consumption over past and present levels.

The project would be designed to comply with California Energy Commission Title 24 energy conservation standards (Energy Conservation Standards for New, Non-Residential Buildings, 1980) and all state and local energy conservation codes. The project sponsor is considering double-glazing existing and proposed windows. The new windows would reduce the need for artificial perimeter lighting in the added office space.

Wherever possible, new office suites would be equipped with individual light switches and fluorescent lighting to conserve electric energy.

The HVAC systems would be equipped with an economizer cycle to use outside air for cooling, as feasible.

12. Hazards	Yes	No	Discussed
a. Create a potential public health hazard or in involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	___	X	___
b. Interfere with emergency response plans or emergency evacuation plans?	___	X	X
c. Create a potentially substantial fire hazard?	___	X	___

An evacuation and emergency response plan would be developed to ensure coordination between the City's emergency planning activities and the project's plan and to provide for building occupants in the event of an emergency. See the mitigation measure on p. 31, which has been incorporated into the project to reduce environmental effects.

C. OTHER	Yes	No	Discussed
Require approval of permits from City Departments other than DCP or BBI, or from Regional, State or Federal Agencies?	___	X	___

D. MITIGATION MEASURES	Yes	No	N/A	Discussed
1. If any significant effects have been identified, are there ways to mitigate them?	X	___	___	X
2. Are all mitigation measures identified above included in the project?	X	___	___	X

The project sponsor has agreed to include the following mitigation measures as part of the project proposal. Incorporation of these measures would ameliorate any identified adverse impacts or would reduce them to an insignificant level (in accordance with State EIR Guidelines, Section 15080(d)(2)).

Visual Quality and Cultural: In response to comments raised in presentations to the Landmarks Preservation Advisory Board and the Foundation for San Francisco's Architectural Heritage, and upon the recommendations of Charles Hall Page and Associates, Project Historical Consultants, the following elements have been incorporated into the architectural design. The penthouse roofline would be approximately 10 ft. above the parapet level and set back from the edge of the building (approximately 15 ft. from the parapet). The shape of the penthouse would reflect the "attic" proportions of the Opera House and Davies Hall. This change would assure visual continuity of profile when viewed from Van Ness at a distance. The colors of the original building are being researched to determine a historically correct color scheme for the entire exterior. Street level store fronts would be restored according to original details and designs. These measures would be consistent with the

Secretary of Interior's Standards for rehabilitation as an historic building and would not affect eligibility for listing in the National Register of Historic Places.

Transportation/Circulation: The project sponsor agrees to be responsible for coordinating, implementing and monitoring programs among tenants and employees to encourage flextime transit use and ridesharing. Such programs would include the following: establishment of employee carpool/vanpool system in cooperation with RIDES for Bay Area Commuters; participation in existing shuttle bus service between the Transbay Terminal and employers in the project vicinity; or other such enterprises. A flexible time system for employee working hours would be encouraged by the project sponsor and management of the building. The project sponsor would provide parking for bicycles on the project site.

In recognition of the need for expanded transportation services to meet the peak demand generated by cumulative commercial development in the downtown area, the project sponsor shall contribute funds for maintaining and augmenting transportation services, in an amount proportionate to the demand created by the project as provided by the Board of Supervisors Ordinance Number 224-81, or any subsequent funding mechanism enacted by the City.

Within a year of construction, the project sponsor would conduct a survey, in accordance with methodology approved by the Department of City Planning, to assess actual trip generation, trip distribution, and modal split pattern of project occupants, and actual pick-up and drop-off areas for carpoolers and vanpoolers. The results of this survey would be made available to the Department of City Planning. Alternatively, at the request of the Department of City Planning, the project sponsor would provide an in lieu contribution consistent wih the project's proportional demand in a program for an overall survey of the downtown area to be conducted by the City.

Hazards: An evacuation and emergency response plan would be developed by the project sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services (OES), to insure coordination between the City's emergency planning activities and the project's plan and to provide for building occupants in the event of an emergency. The project's plan would be reviewed by the OES and implemented by building management insofar as feasible before issuance by the Department of Public Works of final building permits.

E. MANDATORY FINDINGS OF SIGNIFICANCE

	Yes	No	Discussed
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drow below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	___	X	___
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	___	X	___

	Yes	No	Discussed
3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	___	X	___
4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	___	X	___
5. Is there a serious public controversy concerning the possible environmental effect of the project?	___	X	___

F. ON THE BASIS OF THIS INITIAL STUDY:

_____ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

__X__ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

_____ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Robert W. Passmore AIB

Robert W. Passmore
Assistant Director - Implementation

for

Dean Macris
Director

Date: February 4, 1983

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